# GONZALES ENRILE IS UNDER ARREST

Deposed Agent of Rebels Is Held for Mexican Authori-

Source of Rebels is field for Mexican Authorities.

NOW IN AIL AT JUAREZ

On Bended Knees He Begs for Life When About to Be Executed.

See Executed.

On Bended Knees He Begs for Life When About to Be Executed.

If Pass, Tax, Jua & Gazzale profit for the State of the When About to Be Life When About to Be Li

RAID AT OCEAN VIEW.

SWAT THE FLY Dalsy Fly Killer. Best on earth For sale at all good stores, 15c.

best of summer forage crops, also makes a splendid soil improver lower in price than Cow Peas this season.

full information about this valuable crop and also about all Seasonable Seeds:

German Millet, Sorghums, Cow Peas, Buckwheat, Ensilage Seed Corns, Late Seed Potatoes, etc.

Write for Wood's Crop Special giving prices and in teresting information. Mailed

. W. WOOD & SONS. SEEDSMEN, - Richmond, Va.



### The Hamilton Watch

has many Edvantages, not only over foreign, but American watches. Cost only \$15.00 and up.

Smith & Webster Time Specialists. - - 412 E. Main

WEST POINT

## ROBBED AND BEATEN, FORCES MOVING THROWNINTOSTREET

Norfolk Girl Falls Into Hands of Thieves When She Goes to Philadelphia for Visit to Her Sister.

A large number of Taft delegates from Louisiana and Kentucky to-night opened individual State head-quarters at hotels.

Twenty-six Eurrels of Beer Found and Gambling Device Seized.

[Special to The Times-Dispatch.] Norfolk, Va. June 2.—County Constable A. J. Backus and a number of deputies made a raid on alleged liquor and gambling joints at Ocean View this afternoon. Twenty-six barrels of beer were found in two places and a candy paddle concessions device arrument and the operator was arrest, strument and the operator was alrest, strument and the operator was alr

Body Found in River.

Special to The Times-Dispatch. I folk. Va. Juine 9.—The hody of aknown negro man was found in Elizabeth River to-day off the of the Chesapeake and Ohio ray.

BWAT THE FLY is Fly Killer. Best on earth, rate at all good stores, 15c.

Wood's Seeds.

Soja Beans.

The largest-yielding and pest of summer forage crops, also makes a splendid soil improver—lower in price than low Peas this season.

Wood's Crop Special gives ull information about this all labels of the creating and the form the fourth District of California (two delegates), which were deconvention and bitter interchange between the leaders. It seemed likely to-night that the Indiana cases involving twelve delegates—four at large and two each in the First, Third, Fourth and Thirteenth Congressional Districts—would be first taken up when the committee meets at 19 A. M., but the cases from Arizona (six delegates-at-large) and from the Fourth District of California (two delegates), which were deconvention and bitter interchange between the leaders. It seemed likely to-night that the Indiana cases involving twelve delegates—four at large and two each in the First, Third, Fourth and Thirteenth Congressional Districts—would be first taken up when the cases from Arizona (six delegates-at-large) and from the Fourth District of California (two delegates), which were deconvention and the text of the organization of the contests in Alabama. Arkansas, Florida and Georgia, which were deconvention and Georgia and Georgia, which were deconvention and Georgia and Georgia, which were deconvention and Georgia and Georgia, which were deconvention and Ge

Contested, 254.

Of the 254 contested, the national committee has thus far given Taft 72.

How Figures Analyze.

These figures analyze as follows:
Instructed for Roosevelt and uncontested: California, 24: Illinois, 56: Indina, 16; Kansas, 18; Kentucky, 1: Maryland, 16; Massachusetts, 18; Michigan, 10: Minnesott, 24; Missouri, 12: Nebraska, 16: New Jersey, 28: 12: Nebraska, 16: New Jersey, 28: Michigan. 16: Minnesotta, 24; Missouri, 12: Nebraska, 16; New Jersey, 28; North Carolina. 16; Ohio, 34; Oklahoma, 16; Oregon. 10; Pennsylvania, 67; South Dakota, 10; Tennessee, 1; Texas, 6; Vermont, 2; West Virginia, 16—total, 411.

Instructed for Taft and consessed (not including the seventy two

Enjoys the Same
Shipping Rates as
RICHMOND

SINGLE SAME
RICHMOND

SINGLE SAME
Shipping Rates as
RICHMOND

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SHIPPING SAME
SWATTHE FLY
Dalsy Fiy Killer, Best on earth.

19: Michigan. 12: Mississippi. 2: Mississippi. 2

Incidentally disclosed the great weight which may attach to the twenty-six delegates from Wisconsin and ten from North Dakota, instructed for La Folilette, and the ten from lowa, instructed for Commins. There is no reconciling the conflicting claims of the Taft and Roosevelt managers regarding the respective strength of their following each is figuring into his tables delegations emphatically claimed by the other on the strength of convention indorsements, alleged pledges and other more or less substantial grounds.

Teasonably dependable, however, seem the figures collected by the Associated Press, from which can be derived what may be described as the "bare bones" of the situation. These figures, which are unofficial and by no n ans guaranteed, are as follows:

Whole number of delegates, 1.078.

Necessary for nomination, 540.

Instructed for Taft and uncontested, Instructed for Taft and uncontested, Instructed for Taft and uncontested, inc. the strain of modern city life." said one of these specialists yesterday, "causes irregularities with regard to sleeping and eating, and produces a most miscrable cating, and pro

While we are meeting callers each day, and hundreds of debilitated people are regaining their health through our mediregaining their health through our medicine, there are thousands more whom we want to reach before we leave. If all the men and women who are struggling along depility, unable to get any real enjoyment out of living, would only take the trouble and time to come in and talk to us, of the 254 contested, the national committee has thus far given Tatt 72.

These figures analyze as follows:
Instructed for Roosevelt and uncontested, tallforing 24. Ullipois 55.

The "Tona Vita" specialists are explaining the nature of their remarkable remedy at the Polk Miller Drug Company, No. 834 East Main Street, and are meeting the public from 9 A. M. to 8 P. M.

Children Ory FOR FLETCHER'S

Advance Guard Already on Democratic National Battle-

in Taft's favor all of those from Alabama, Arkansas, Florida and Georgia.

Total, 72.

Out of these figures may be made combinations to suit almost any political taste. It all depends on how the national committee decides the contests who gets the uninstruction delegates, and—most important of all—whether the delegates now listed one way or the other "stay put."

Killed at Road Crossing.
Watertown, N. Y. June 9.—F. E. Zimmer, a farmer of Evans Mills, and his wife and their daughter, Ruth, were killed and another daughter was badly injured when the surrey in which they were driving to church to-day was struck by a train at a

way or the other "stay put."

Killed at Road Crossing.

Watertown, N. Y. June 2.—F. E. Zimmer, a farmer of Evans Mills, and his wife and their daughter, Ruth, were killed and another daughter was badly injured when the surrey in which they were driving to church to-day was struck by a train at a railroad crossing.

A LOCAL PAINTER

A LOCAL PAINTER

THE FINDORSEMENT

Change to-morrow, and that the weeveral days before going to be more. The committee is overwhelmed with demands for seats.

"The hall only seats 10,000,000," said Secretary to-morrow, and that the morrow, and that the morrow, and that the morrow, and that to-morrow, and that t

Recipients of Numerous
Benefits.

"I had been very much run down and extremely nervous for some time, due to indigestion of a severe type," said Mr. Abram Hetzler, a well-known sign painter residing on North Avenue. "I have used two bottles of 'Tona Vita,' and now consider myself cured. I have gained greatly in weight since I commenced taking 'Tona Vita.' I indorse it enthusically."

Thousands in Richmond are afflicted with the same trouble in a more or less aggravated form, say the specialists who are here introducing "Tona Vita."

"The strain of modern city life," said one of these specialists who are here introducing "Tona Vita."

"The strain of modern city life," said one of these specialists who are here introducing and produces a most miserable condition of the body, which is known to us as nervous debility, a modern plague whose chief symptoms are imperfect digestion, bowel trouble, nervousness, depression of spirits, little vitality, headaches, backaches, sluggish mind and poor manney dull pains in back, poor circula."

Special to The Times-Dispatch. I Ashland, Va. June 9.—Edmund Keith Taylor, forty-five, years old, died at 2 o'clock this morning after a province to this home near Han-over Courthouse. Mr. Taylor former-lour of Virginia, and he Supreme Court of Virginia, and he feat the swar a nephew of Keith Taylor, forty-five years and a half age when failing health made his retirement imperative. It was a nervice taking 'Tona Vita.'

"Thousands in Richmond are afflicted with the same trouble in a more or less aggravated form, say the specialists who are here introducing "Tona Vita."

"The strain of modern city life," said one of these specialists who are here introducing "Tona Vita."

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"The strain of modern city life," said one of these specialists who are here introducing "Tona Vita."

"Thousands in Richmond are afflicted with the survived by his wife and eight children, seven sons and a daughter."

ing, Mrs. Ernest Williams, of Lynchburg.

Mrs. Catherine N. Drummond.

(Special to The Times-Dispatch.)
Lynchburg, Va. June 9.—Mrs. Catherine N. Drummond, aged eighty-oneyears, a native of Nelson county, died Friday at the home of her daughter.

Mrs. D. S. Hughes, here after a week's illness of pneumonia. The burial was 'n Nelson county to-day.

Mrs. Jeanette M. Frail.

(Special to The Times-Dispatch.)
Petersburg, Va., June 9.—Mrs. Jeanette M. Neal, widow of Captain John C. Neal, of Danville, died in the hospital here last week following an operation for intestinal troubles. The body was carried to Danville, her old home, for interment, Mrs. Neal was the zister of Mrs. Thomas D. Neal, of Richmond.

DEATHS

SHEPHERD—Died, at the residence of her daughter, Mrs. W. J. Scott, 509 South Pine Street, MARGARET J., widow of Gordon A. Shepherd, in the sixty-fourth year of her age. She leaves four children—Chas. E., Gibson G., Belle and Mrs. W. J. Scott. Funeral from Centenary Mothodist Church To-DAY at 4 P. M. Washington papers please copy.

MYLOR-Died, at 2 o'clock Sunday morning, at his home near Hanover Courthouse, EDMUND KEITH TAY-LOR, aged forly-five years,
Funeral services at 8 o'clock THIS AFTERNOON at St. Paul's Church, Hanover Courthouse, with interment in the cemetery of that church.

LANE—Died. Sunday, June B, at 5/20 P, M., at the residence of her daughter, Mrs. J. H. Radd. Jr., 8408 East Marshall Street. Mrs. MATTIE J. LANE, in the sixty-first year of her age. She leaves one daughter, Mrs. J. H. Redd. Jr., and two sons, L. E. Wetsel, of this city, and is Q. Wejzel, of Loganger; Ind.

## "ONE LONG STRING OF FINANCIAL DISASTERS"

"But the Public Was the Greatest Sufferer"

THE RESULT OF COMPETITION IN PUBLIC SERVICE IN NEWPORT NEWS

A Letter to The Times-Dispatch, Published in Its Issue of Sunday, June 9, From Mr. W. S. Copeland, Formerly for Many Years Editor of The Times-Dispatch, and Subsequently at Various Times One of the Editors of The News-Leader and The Richmond Virginian, and Now Editor and Part Owner of The Newport News Times-Herald.

To the Editor of The Times-Dispatch:

Sir-As a former citizen of Richmond, and a continuing taxpayer, I have taken note of the discussion which has been going on in your city for some time past on the subject of competition between public service corporations.

I have no disposition to break into the discussion, remembering as I do the fate of that indiscreet person who undertook to act as peacemaker in a family fight. But Richmond may find interest in the experience of Newport News in this sort of competition, and so I venture to publish this chapter in our history.

When Newport News began to be a city the electric railway was young, but as the city grew and as electricity developed, Newport News, Hampton, Phoebus and Old Point and the intervening territory offered an inviting field for exploitation. And so in the brief history of the Shipbuilding City there have been many operations, much competition and one long string of financial disasters.

The first road begun was a land boom affair and a fake. Less than half a mile of track was laid, and the road was never operated. than half a mile of track was laid, and the road was never operated. But there finally arose in Hampton a real railroad builder, and he built a real line of road from Old Point to Newport News. This was the late J. S. Darling. The company which he organized operated this road without competition, until W. J. Payne, believing that the lower Peninsula was to see great development, secured a charter for a road to run parallel to the Darling line. Before Mr. charter for a road to run parallel to the Darling lines. Before Mr. Payne began to build, however, negotiations were opened up between the two companies, with the result that in 1898 Mr. Payne purchased the Darling lines and the lighting plant in Hampton, and consolidated them under the name of the Newport News and Old Point Pailway and Electric Company. Point Railway and Electric Company.

The company was well backed financially, and Mr. Payne at once proceeded to rehabilitate the property. He built a new power station at a cost of \$500,000, which was regarded as one of the best plants in the South of that date. He also replaced the light rails with 9-inch 90-pound girder rails, quadrupled the equipment and paved the streets along which the lines passed at a cost of something like \$200,000. Mr. Payne's company had a good start, and promised to be a blessing to the community, notwithstanding that it was pretty well loaded down with bonds and preferred stock. But a year later its troubles began. A local company secured a franchise for a competing line from Newport News to Od Point. Mr. Payne's company thought it cheaper to buy this company out before much work had been done, and the sum he paid gave the owners, so I have heard, a profit of \$75,000.

But that was not all. In 1901 another local company started up, a competing electric lighting enterprise. A plant was creeted and the company did business. Complaint had been made that the old company was charging excessive rates, and there was a popular demand for competition. The new company contracted to furnish some of the city lights, and gave to private consumers a lower rate than the old company had been charging. Competition was sharp, and the old company met the cut.

The new plant was finally sold to a Pittsburgh concern, but in the course of eighteen months it went into receivers' hands, and it is said that the salvage from a plant that had cost \$100,000 was about \$12,000. The net result to the city was another failure and a duplicate set of poles and wires, which encumbered the streets for years before they were finally removed.

years before they were finally removed.

But before this company was utterly dead competition in a more formidable form again sprang up. The Newport News and Old Point Railway and Electric Company was heavily in debt, as I have said, and some of the local men who knew the situation reasoned that if with a capitalization of over \$2.,000.000 this company could make money, how much more could a new company, with a capitalization of \$1.000.000, prosper. And so the Hampton Roads Railway and Electric Company was chartered to build a line of road from Newport News to Old Point and Buckroe Eeach by way of what is known as the "Boulevard," along the Hampton Roads shore. The line was partly built, but it was of few days and full of trouble. It had a beautiful route along the water front, and it had the finest cars in the State, but it was too weak to operate, both financially and physically. Its power plant was scarcely able to pull the heavy cars over the elevated railroad bridge, and the company lost much patronage on account of the constant delays at the bridge. The "sinews of war" finally gave out, and this company went the way of its predecessors and fell into receivers' hands.

By the Issuance of receivers' certificates funds were chained with

By the issuance of receivers' certificates funds were obtained with which to complete the road to Old Point, but its doom was sealed. The records show that it never took in enough money to pay operating expenses, to say nothing of fixed charges. It was agreed to foreclose at receivers' sale and to accept \$700,000 of bonds, with interest at 4 per cent, for four years and 4 1-2 per cent, thereafter, the bonds to be guaranteed by the Newport News and Old Point Railway and Electric Company.

The bondholders purchased these bonds at \$0, but as they were also stockholders, they were assessed in an amount which made the securities stand them at 120. They received \$700,000 in bonds, which finally brought the holders. I am informed, about 50 cents on the dollar. The road cost the original subscribers \$1,000,000, and the receivership, including the cost of extention to Old Point, cost about \$600,000 more. The loss to the original investors, I have heard, was close to \$700,000.

After the receivership was wound up it was very much the same as the result of the famous case of Jarndyce vs. Jarndyce—very little was left. Litigation consumed it. To-day nothing remains of the property except the track along the Boulevard, and that has been in large part relaid. The power house was dismantled; the railroad bridge was sold for junk; the bridge over Hampton Creek was destroyed, and ten miles of the track was torn up. All that the old company retained could have been constructed at an original outlay of about \$200.000. So there was an actual waste of \$800,000, to say nothing of what the old company lost by the competition, running into the hundreds of thousands.

All that, you may say, was a matter between the competing companies, and that the loss fell upon them. If so, the public would not have worried, But the public was the greatest sufferer. The money which the old company should have spent in keeping up the property and extending its lines was squandered in fighting competition and in buying competing plants. As a result, the property went down and down until it came near going to wreed. Not only were no extensions made, but the power plant wore out, and for more than a year the situation was desperate. The power plant broke down day after day; the car service was so uncertain that it could not be depended upon, lights went outnight after night, frequently when the people were assembled at the theatres or in church, or in some other public piace. Time without number merchants had to use candles Saturday nights to light their stores, and newspapers and other small plants using electrical power were subjected to all manner of inconvenience and distress. In fact, the situation became so bad that the city appealed to the State Corporation Commission for relief.

It is fair to say for Mr. Payne and his general manager. Mr. Von Schilling, that they did wenderfully well under the circumstances,, and they finally succeeded in partially restoring the plant. But the cost to Newport News can never be computed, and Mr. Payne was finally forced to sell out to another corporation. Luckily for the community the lines have now fallen into the hands of a strong company which is putting in a new power plant to cost \$250,000. But that is just so much more money injected into the concern.

I could write another chapter, but one is enough. I have not undertaken to make an argument, but merely to write a narrative, showing what competition in this line of operation has done for Newport News.

If this experience be worth anything to the Richmond public they are

Newport News, Va., June 8, 1912.